

The Pensacola Journal

Daily. Weekly. Sunday.
PUBLISHED EVERY MORNING EXCEPT MONDAY.

THE JOURNAL COMPANY.

FRANK L. MAYES, PRESIDENT AND GENERAL MANAGER.

MEMBER THE ASSOCIATED PRESS.

SUBSCRIPTION RATES.

One Year.....\$5 00
Six Months.....2 50
Three Months.....1 25

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PENSACOLA, FLORIDA, SATURDAY MORNING, AUGUST 12, 1905.

GOING AWAY?

When you leave the city for your summer vacation have The Pensacola Journal follow you. Notify circulation manager, Phone 38.

Are You Qualified to Vote in Bond Election?

As a matter of public interest The Journal publishes this morning the list of electors, as prepared by Register Geo. S. Hallmark, who are qualified to vote in the bond election to be held August 22.

If your name is not in this list and you think you are qualified to vote in this election, you should see Register Hallmark at once and have the matter adjusted.

The council will meet Tuesday night for final approval of the list and if your name is not on it at that time it will then be too late to qualify and you will not be permitted to vote.

The qualifications necessary for voting in the bond election consist simply in your having paid your city taxes and being otherwise a qualified voter in a city precinct.

Every tax-payer wants to vote in this election. Therefore if you are one of them and your name is not in the list which The Journal publishes today, you should find out immediately why it is not there.

A Square Deal for the Gulf Ports.

Under the above caption the New Orleans States publishes the following relative to the commerce between the Isthmus of Panama and Gulf ports, but just where the "square deal" comes in is rather difficult for a Pensacolian to see:

Announcement was made at Washington last Monday that construction work on the Panama canal had been suspended and all the forces there were now employed in a battle to compel death to release its grip upon the isthmus. It has been realized at last that the King of Terrors must be overcome before it is possible to build the canal, and as the sanitary war will be a long one it is safe to say that the time when a waterway is to be opened to commerce will be advanced many years. In the meantime the Panama railroad will have to serve the needs of commerce as best it can, hence the business interests of the country are insisting that the railroad and its connecting steamship lines, now under government control, shall be brought up to the highest point of efficiency. In this connection the Washington Post says:

"Under these circumstances the present discriminations and obstacles should be removed, to the end that commerce may not only be unimpeded, but that all ports of the United States may have a square deal. Charleston, Savannah, Mobile, New Orleans and Galveston have as much right to direct connection with Colon as New York has. San Diego has been and is now ignored by steamers of the Panama-San Francisco Line. Passengers from Southern California to Panama must travel northward nearly 500 miles in order to board the Panama steamer. Freight, whether commercial or destined for canal work, must be hauled hundreds of miles out of the natural pathway. The mails are from twenty-four to forty-eight hours slower than they should be. The same conditions exist on the Atlantic side, except that commercial competition to certain way ports gives some relief. The fact remains, however, that engineers or clerks engaged in the South for work at Panama must go to New York to catch the steamer to Colon."

What our Washington contemporary says is true. New York has monopolized the steamships controlled by the government and which transport canal supplies and passengers to Colon where connection is made with the Panama railroad. The business men of New Orleans remembering what President Roosevelt said about giving everybody a "square deal" have asked that some of these government controlled ships be put in service between this port and Colon, but apparently no attention has been paid to the request. All of the ships continue to sail from and to arrive at New York.

The Gulf ports are much nearer to Colon than New York, and in the transportation of canal supplies there would be considerable saving in time, distance and expenses, but these things do not seem to count against the desire of New York to monopolize the government's steamship line to Colon. The Gulf ports, by reason of their geographic location and advantages, are entitled to "a square deal," but they have very little chance of getting it.

Both the Washington Post and the New Orleans States, while so strenuous in their advocacy of a "square deal" either accidentally or maliciously overlook the fact that Pensacola has the finest harbor on the Gulf coast, has ample facilities for handling any business that may come this way and is the nearest port to the Isthmus of Panama where deep draft vessels can find a safe harbor. The New Orleans idea of a "square deal" appears to be a little bit warped in that it apparently consists of trying to grab everything in sight in the way of commerce, even though it is located a hundred miles from the gulf, up a crooked and swift river.

By all means let us have a "square deal" but do not try to get it by ignoring the finest deep water harbor on the gulf coast—the harbor of Pensacola.

Washington has 200 cases of typhoid. Why not quarantine against the National Capital?

Peace Conference Is Held in Maine.

As all the telegrams relating to the Russo-Japanese peace conference come from Portsmouth, N. H., a misapprehension exists in the minds of many as to the actual place where the conference is being held. This being so, the following from the Birmingham Ledger is timely:

The peace conference is not being held in New Hampshire, but in Maine. The navy yard is on a little island that belonged to Maine before the government bought it. Not only that, but Maine still retains her legal right to serve papers on the government land. The sheriffs of New Hampshire cannot do that.

All the news from the conference comes from Portsmouth, N. H., and it is frequently stated, even officially, that the conference is at Portsmouth, N. H. The island lies between the states of Maine and New Hampshire at the mouth of the Piscataqua river, but Maine ceded the land to the government to build a navy yard, and the yard is called the Portsmouth navy yard.

The envoys are quartered in New Hampshire, and the telegraph office is there, and the news senders have not considered it necessary to be exact as to the venue to the conference. Still there are many people who like to be exact in even the minor details of the matters they read about.

Poor old Chauncey Depew is catching it good and heavy. The newspapers are now calling upon him to explain why, although he carries \$500,000 life insurance, he has no policy in the Equitable.

Japan does not demand a war indemnity; all she wants is reimbursement for war expenditures. It will take an exceedingly fine microscope to distinguish the difference.

General Linewitch continues to stroke his gorgeous bunch of whiskers and wait for something to turn up.

If they jail many more grafters in Milwaukee there will be no one left to run the city.

Russia's "Colonial War" has turned out to be a pretty big proposition.

Badly Brought Up Soldiers. During an official massacre at the village of Kouklisk the Turkish commandant—a fat major—slept and smoked in the shade of a tree near the scene of carnage. The trumpet sounded for the assault, and the soldiers proceeded to rob, kill, burn and violate. The trumpet next sounded the retreat, but the troop refused to obey, and the fat major continued to sleep and smoke. When spoken to about the excesses of his men, he replied: "What can one do? They are so badly brought up!"—Paris Maceidone.

NEWS AND VIEWS FROM STATE PAPERS.

Gubernatorial Bees.

Gubernatorial bees are buzzing about the bonnets of so many Floridians that one is puzzled as to who will harvest the honey, while the hum of desire is so loud in the heads of some that they imagine the waste colony of bees is swarming about their ears—but on: how severe will be the sting of disappointed ambition.—Jacksonville Times-Union.

Hard to Decide.

A mishap to the car ferry that crosses East River at New York resulted in dumping a car overboard, and they are having a time to decide whether it shall be called a shipwreck or a railroad accident.—Gainesville Sun.

That Terrapin Farm.

West Palm Beach has started a terrapin farm. History is to repeat itself. It will be a question of but a short time before the people of that section will be trading with and giving out young terrapins for change over the counter.—Quincy Times.

Caterpillars Out in Force.

Caterpillars by the thousands have taken possession of a pecan tree in a lot on Charlotte street, midway between St. Francis and Bridge streets. The premises are occupied by Spaniards and they have destroyed the pests daily by burning them in huge piles. Despite the work of destruction the insects cover the tree in ever increasing numbers. The leaves have been eaten by the caterpillars, but the tree has not been killed.—St. Augustine Record.

The Flag Neglected.

The flag at the Gainesville Graded and High School has been kept waving day and night, rain or shine, ever since it was placed there when the news came that the University had been located in this city, said a gentleman to the Sun a few days ago. There should be some one to look after this matter, and the flag should not be allowed to remain out over night nor during rainy weather.

There are certain rules to be observed in regard to the flags on all school buildings, and the school board should see that they are enforced.—Gainesville Sun.

Hard on Men's Eyes.

Neutral tinted veils, with long flowing ends, are again in vogue, adding a charm to the pretty faces of the wearers—and they are hard on men's eyes, for they have to look with penetrating gaze to see if they know the face behind the screen.—Jacksonville Times-Union.

ARMOR FOR THE BATTLE OF LIFE.

(Jacksonville Times-Union). It is the fashion to represent life as a battle, but we object most strenuously. It may be that humanity is a mob and that every man lives by his own hand, but it cannot be true, any more than it is Christian, that we are divided into opposing armies and stand up manfully against our enemies and shoulder to shoulder with our friends. We are not even divided into tribes like savages—the voyage is now made in a pirate ship, where are nominally officers who maintain discipline by assassination and protect themselves by murder. Shylock said: "You take my life when you take the means whereby I live," and the saying which

The Journal Printed During July, 1905, a Total of

112,875

COPIES

or an average

4,341

DAILY

The following figures show The Pensacola Journal's circulation for each day during the month of July, 1905, with the average number of copies daily:

July 1	4,250	July 16	4,500
July 2	4,500	July 17
July 3	July 18	4,200
July 4	4,250	July 19	4,900
July 5	4,250	July 20	4,425
July 6	4,250	July 21	4,200
July 7	4,250	July 22	4,300
July 8	4,250	July 23	4,450
July 9	4,500	July 24
July 10	July 25	4,300
July 11	4,250	July 26	4,300
July 12	4,250	July 27	4,300
July 13	4,250	July 28	4,300
July 14	4,250	July 29	4,350
July 15	4,250	July 30	4,600

Total for the month.....112,875

Average per day.....4,341

I hereby certify that the above statement is correct according to the records on file in this office.

FRED A. SWEET,
Circulation Mgr.

Sworn to and subscribed before me this 31st day of July, 1905.

J. P. STOKES,
Notary Public.

The American Who Controls the London Electric Railway Lines



CARICATURE SKETCH OF C. T. YERKES.
Yerkes is the American who controls the London Electric Railroad Lines. Mr. Yerkes was born 65 years ago in Philadelphia.

then applied only to the outlaws of society is now strictly true of society itself. The fighting is all right, but there is no "battle" and no companions, no cause beyond the love of life and no reward for the victor that is worth having—it is a struggle of the gladiator with the knowledge that he can only give while he continues to slay his opponents.

But the education furnished by the schools is still called the armor that we use for this struggle, and we are loath to ask whether the armor furnished is worth its cost. An English statesman lately told his countrymen their preparation was unity—the American leaped into the arena prepared at all points, alert and aggressive—the German came clad in plate of proof and could defend himself for days where the Englishman bled at every thrust. Measurably it may be true—the agile American is twisting himself through the ranks of opposition and the German resists all attacks, while the Englishman is steadily losing. Yet, the Frenchman in "America and the Americans" says the world is giving way before our guerrilla encroachments and the Anglo-Saxon race is pressing into the openings we leave.

Now speaks up Wolf von Schierbrand for Germany and puts his finger on the spots of our education armor. To drop metaphor, he says we are superficial in all things, that we are profound in nothing, so very in our methods and careless in our practice—that each tries to cover a wide field and only succeeds in taking a birds-eye view of the country; we hastily traverse. To prove these points he instances a professor of Yale who was not deep in the details of European history, without showing that his fellows of Europe knew anything of the details of ours. Then he declares he once knew a "brassy Senator" who tried to write a book on Japan and the conditions in the East, which is full of "misconceptions, misprophecies—in a word, totally valueless. Both these men are college-bred and are popularly held to be wonders of erudition."

But Herr Schierbrand proves too much in this. It is not that Senator Beveridge failed utterly that tells against the American so much as the quick judgment on that failure speaks for the good sense of our people. "The book had a large sale" undoubtedly, but it has, and never had, any authority with us—on the contrary its figures conclusions and opinions were both contradicted and satirized. Nor did the Senator fail—he did not expect the book to do more than pay for his trip—it did that and has since been waiting for the funeral procession. Our educational methods are not good, but better than was the German at the same age; we have Americans without training, but the American people are not incompetent any more than they are Christians or Good Samaritans. Business piracy is the law, and with this for a starting point what follows is both right and proper. How is it in Germany?

"A High Kicker."



ENGINEERS FOR THE UNITED STATES NAVY.

New Orleans Picayune.

While the Bennington disaster has not developed anything new on the subject of the scarcity of engineer officers in the navy, it has served to draw attention afresh to the actual scarcity of proper engineering talent on board our naval ships. Prior to the passage of the naval personnel bill the navy possessed a corps of trained engineers whose abilities were recognized everywhere.

These officers were on every warship, some vessels having several. They not only knew how to run the engines, but their mechanical knowledge enabled them to keep the machinery of their vessels in a thoroughly efficient condition. At the present time there is but a small remnant of the former engineer corps left, and the service is forced to depend upon warrant machinists for the management and care of the expensive machinery of the modern fleet.

Commenting upon the Bennington disaster, the Army and Navy Register of last Saturday says: "The lamentable incident at San Diego, the effect of which is graphically shown in the illustrated portion of this issue, will end in something of profit to the service if it leads to an amendment of the naval personnel law. For some years it has been quite apparent to the unprejudiced observer that the so-called amalgamation feature of that drastic statute was a great deal worse than an ordinary legislative mistake—it approached the estate of a crime committed upon the naval personnel. It robbed the service of a corps of efficient, trained engineer officers and foisted upon the government a hodge-podge arrangement which had nothing better to commend it to existence than the high-sounding title of 'fighting engineer.' The author of that pet name, which carried the amalgamation blight forward to enactment, made it appear that there was a distinction between officers—that the man who stood in the fire-room or in the engine-room, or who served his country as a surgeon or paymaster on board the ship in battle, was somehow, by the subtle alchemy of glib speech, less of a fighter than the officer of the deck. The attempt to adjust this assumed difference by fixing it so that certain officers should do their alternate share of deck and engine-room duty was a weak and dangerous subterfuge. Its menace ought to have been apparent to the makers of that law, and would have been had it not been for the alluring proposition that the ridiculous quarrel over titles promised to be settled for all time by the merging of the line and engineer corps."

Notwithstanding the serious risks involved in delaying the rehabilitation of the engineer corps, there is a strong coterie of navy people who are opposed to the restoration of the corps. Should congress take the matter up in the winter and an attempt be made to repeal the personnel bill in as far as it applies to the engineers, we may be certain that we will find many persons within the navy arrayed in opposition.

NOTICE

On account of sickness, Mr. Woolen has decided to close up his carriage and repair shop, located on the corner of Intendencia and Baylen streets. These premises, and also the second story formerly occupied by Gonzalez's Cigar Factory will be for rent from the 15th of August. For further particulars apply to Thos. C. Watson & Co., agents.

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